THE WASHINGTON HERALD

PUBLISHED EVERY MORNING BY
THE WASHINGTON HERALD COMPANY
1322 New York Avenue. Telephone MAIN 2300.

CLINTON L. BRAINARD, President and Editor.

ADVERTISING REPRESENTATIVES:
HASBROOK, STORY, AND BROOKS, INC.,
NEW YORK CITY.....Fifth Avenue Building
CHICAGO, ILL.....People's Gas Building
PHILADELPHIA, PA.....Mutual Life Building
ATLANTIC CITY, N. J., C. K. ABBOT, Bartlett Bldg.

SUBSCRIPTION RATES BY CARRIER:
Daily and Sunday.....45 cents per month
Daily and Sunday.....$5.40 per year
Daily, without Sunday.....25 cents per month
SUBSCRIPTION RATES BY MAIL:
Daily and Sunday.....45 cents per month
Daily and Sunday.....$5.40 per year
Daily, without Sunday.....25 cents per month
Daily, without Sunday.....$2.50 per year
Sunday, without Daily.....$2.40 per year

Entered at the postoffice at Washington, D. C., as second-class mail matter.

WEDNESDAY, OCTOBER 14, 1914.

Safety first. Better put 'em on.

Von Kluck is a determined old bird.

And we called that affair in Mexico a war.

And raising cotton is at times almost as bad as war.

What do you suppose the umpires do in winter? Not that we care.

The paragraphers are still hatching quips about Gen. von Kluck's name.

One way to keep well is not to read the patent medicine advertisements.

Some of the Southern Congressmen are almost cotton-mouthed these days.

Paris, Berlin, and Petrograd are the fiction centers of the world these days.

The more exciting the war news is, the more certain it is to be contradicted next day.

A dealer wants to know how to make a $3 shoe fashionable. Oh, mark it up to $5 or $6.

It is reported that a literary magazine is to be established in Arkansas, but we don't believe it.

What a pity it is that Richard Harding Davis wasn't permitted to go right up to the firing line!

When a woman pays $1 a pair for hose she generally wants to let you see what she got for her money.

The Democrats have nominated a State ticket in Vermont, but we have forgotten the name of the goats.

A good many Virginians, we understand, fear that prohibition will be what Gen. Sherman said about war.

Judging by his conduct, Representative Donovan must forget at times whether he is a Democrat or a Republican.

Many a woman has recovered from a severe illness just because she didn't want some other woman to attend her funeral.

King Victor Emmanuel, of Italy, is short of stature, but he is rapidly developing into the greatest figure in Europe. He is keeping his country out of war.

"Season busiest in years for Interstate Commerce Commission," says a news item. When the Interstate Commerce Commission gets busy everything else seems to stop.

Mr. Hearst wants Messrs. Taft, Roosevelt, and Bryan appointed on a peace commission. Is Mr. Hearst prepared to give bond that such a commission would keep the peace?

The Houston Post says the Texas legislature compares very favorably with the legislatures of other States—and hastens to add that it knows this isn't much of a compliment.

President Wilson announces that reports received from various sources indicate that the business of the country is rapidly returning to normal, and that our import and export trade is showing improvement. Is it possible that after the war-tax bill is enacted it will be found unnecessary to put it into operation?

Probably Secretary McAdoo will refrain from further correspondence with Representative Henry on the subject of financing the cotton crop, since the Texan refuses to be convinced of the futility of his efforts and is apparently using the Treasury Department to help make him a hero in the eyes of the South.

The District budget this year will again include an item for the paving of Seventh street, between New York and Florida avenues. This is an absolutely necessary improvement, and why Congress refused to make the small appropriation required when the need of it was so clearly pointed out last winter is one of the many mysteries connected with District legislation. If the District Committee could be compelled to take a ride in a wagon without springs over this central thoroughfare of the National Capital perhaps the money would be forthcoming.

It is an exaggeration to say that the Borland amendment to the District bill, requiring property owners to pay half the cost of paving the streets amounts to confiscation of many homes. It is perfectly clear, however, that Representative Borland perpetrated an injustice on thousands of owners of small homes in the suburbs and imposed a severe hardship upon them. The great majority of the property owners affected are those who have invested in modest homes in the outskirts of the city, where land prices are reasonable, and where the streets have not yet been paved. These home owners are now to be assessed for half the cost of paving, while the owners of more valuable homes in the central sections, where the streets were laid long ago at government expense, escape unscathed. It is to be hoped the District Commissioners will urge the repeal of the Borland amendment at the next session, and that a sufficient number of members of Congress to bring this about will be made aware of the injustice and hardship inflicted by the measure as it stands.

Col. Roosevelt and Peace Treaties.

Col. Roosevelt and the Hon. James Bryce are both students of history, especially political history, and a few years ago when one was President of the United States and the other Ambassador for Great Britain in Washington, they were supposed to think much alike on the teachings of history. That must have been an error of judgment on the part of the public, or they must have changed somewhat in their views, one or the other, or both. Both of these men have been contributing to the discussion of the war, as to its causes and effects, and the New York Times recently presented their views in the same issue.

Mr. Bryce discusses the doctrine of force put forward by the German military author, Bernhardi, combats that theory and closes his discussion with the sentence: "The faith of treaties is the only solid foundation on which the temple of peace can be built."

Col. Roosevelt does not mention the German author, but argues that treaties without the force to compel their respect are of no avail and he closes a long article with the sentence: "Neither the existing Hague Court, nor any peace treaties of the existing type, will exert even the slightest influence in saving from disaster any nation that does not preserve the virile virtues and the long-sightedness that will enable it by its own might to guard its own honor, interest, and national life."

The Colonel is not as direct and simple in his conclusion as is Mr. Bryce, or the German author, Bernhardi, who declares "courts of arbitration are pernicious delusions," and "efforts directed toward the abolition of war are not only foolish, but absolutely immoral." Mr. Bryce believes that the great powers of Europe were solemnly bound by their treaties to protect the neutrality of Belgium. Col. Roosevelt sympathizes with Belgium, but contends that each nation is bound to protect its own interests by preservation of the virile virtues and long-sightedness. He does not note the fact that the Belgians have given a rare exhibition of the virile virtues of self-defense, nor that they had been long-sighted in preparing defenses far beyond the ordinary ability of a small kingdom, but not enough to withstand the attacks of the greatest military power in the world.

Col. Roosevelt is too indefinite in his conclusions. He should openly agree with Bernhardi, that efforts to avoid war are foolish and immoral, or with Mr. Bryce, that the strong nation which promises to protect a weak nation is bound by that promise. He need not violate the principle of neutrality in making clear his views on this question. If a great nation like the United States is bound to protect its own honor and compel other great nations to keep their treaties with it, will not the Colonel also say whether this government is also bound by the Monroe doctrine to see that other great powers observe their treaties with the smaller and weaker nations on this hemisphere? He has been an ardent advocate of the Monroe doctrine, and it might be considered ominous in Mexico and South America that Col. Roosevelt is now insisting that every nation, like every individual, must practice the virile virtues and be able to protect itself against the greater powers of the world.

One desiring to find fault with Col. Roosevelt's position might accuse him of a political agitation against the arbitration treaties negotiated by Secretary Bryan, and also those which were negotiated by Secretary Knox, in the Taft administration. But the Colonel also tried his hand at arbitration treaties when he was President, and he wrote a rather sarcastic letter to the late Senator Cullom, then chairman of the Committee on Foreign Relations, because the Senate refused to ratify his arbitration treaties without amendment. President Roosevelt wanted a treaty that would give him the power to enter into agreements which the Senate thought would authorize him to make new arbitration treaties without the consent of the Senate, and because the Senate changed "agreements" to "treaties," President Roosevelt withdrew the treaties he had sent to the Senate. The objection which Col. Roosevelt has to arbitration treaties would seem to be that the Senate should, in conformity with the Constitution, have a hand in making them. His controversy with the Senate in 1905 might indicate that he favors such secret treaty-making power as the Kaiser of Germany and the Czar of Russia now have. So it may be that the Colonel has not changed and that he would still favor peace treaties if he were President and alone responsible for making them, without ratification by the Senate.

Hope for Plaza Condemnation Victims.

A majority of the members of the House of Representatives should be familiar by this time with the circumstances connected with the Plaza condemnation proceedings. They know, or should know, that there are in Washington scores of persons whose homes or other property, situated between the Capitol and the Union Station, has been taken from them by the government for improvement purposes; that the money to pay for their property was appropriated a year and a half ago, and that it has never been paid to them because the chairman of the District Committee objected to the amount of one of the awards made to a railroad company. The property involved constitutes the entire earthly possessions of many persons, who, deprived of all revenue therefrom, are, in some cases, suffering for want of the actual necessaries of life. More than six months ago they made a personal appeal to the President of the United States for relief, but it has not yet been granted to them. They were not asking for charity, but only that the government meet its just obligations.

Today the opportunity will present itself in the House for the enactment of legislation to authorize the payment to these long-suffering creditors of the government of the money due them. Unless this is done today, it will mean months more of waiting. It is earnestly to be hoped that no member of the House will place an obstacle in the way of legislation today. The whole matter can be disposed of in two hours, or just a little longer time than was consumed by Chairman Johnson in trying to get his salary without the formality of certifying to his presence in the House. And this is a matter of vital, almost tragic importance, not to one, but to many persons.

Mr. Johnson himself is said to be willing at last that the awards shall be adjusted. Surely there is no other member who will interpose objection to granting a long-deferred justice to the Plaza property owners.

A Democrat Out of Tune.

Even the editor of the Atlanta Constitution, who is a member of the Democratic National Committee, and whose paper for years has fought Democratic battles whether wrong or right, does not appear to place a high value on the services of the present Congress.

"After a session of nearly a year," says Editor Clark Howell, "during which there has been little of positive accomplishment in the direction of industrial betterment, Congress is about to adjourn without even touching the question of relief for the one crop that maintains our national balance of trade."

With the fall election less than a month away a quotation from so high a Democratic authority is worth notice at this time. The party's campaign book has been issued and some three hundred pages have been printed dealing with the party's "accomplishment." It sets forth that the party "has kept promises by reducing the cost of the necessaries of life and yet stimulated American industry and commerce." The party's orators already are on the stump praising Democratic "achievement," and asking for an indorsement at the polls.

Editor Howell, however, evidently takes little stock in the boasts of his party. He sees but "little of positive accomplishment," and is frank to admit it. The Democratic National Committee has at least one member who will not shut his eyes to the facts in the case nor make prosperity out of a continued stream of Congressional talk. Mr. Howell does not subscribe to the old bunko game.

European Methods in Export Trade.

The first consideration is that the American producer, seeking a foreign market, must look upon such a proposition as necessarily involving the opening of a definite and permanent branch of his business, and as soon as he can ascertain what character of goods such foreign market requires, he must equip himself permanently to meet the demands of such market. No permanent foreign trade can ever be built upon the idea of merely utilizing such a market as an outlet for surplus products.

No better method can be adopted to secure and develop South American trade than has been successfully employed by such countries as Germany, Great Britain, and France. For example, Germany's method has been to send a specially fitted representative to South America, make purchases of products in actual use and demand, ascertain selling costs, and then to manufacture these products in the style, size, and character demanded, and at a price which will enable successful competition with existing trade.

The second consideration in the development of a permanent foreign trade for this country rests upon the willingness of the government to assist.

Every intelligent American, having any connection with shipping matters, knows that our maritime and navigation laws have lost to us annually, for the past sixty years, not only a very large foreign trade, but also hundreds of millions of dollars in transportation charges. These laws should certainly be either repealed in whole or modified beyond recognition and new laws should be adopted, based on the experience of other nations, whose object shall be the upbuilding and not the throttling of an American merchant marine.

The very crisis through which our trade is now passing shows that we should have a homemade merchant marine. This is necessary not only for the extension of foreign trade, but for the protection of the trade which we now have. At the present moment, America has approximately 14 per cent of the export trade of the world. Less than 100 years ago American ships carried fully 90 per cent of our then foreign shipments. Today only a small percentage of this trade is carried under the American flag. Of the entire export tonnage of the world, 58 per cent is carried under the flag of Great Britain, 14 per cent Germany, 8 per cent United States, and 5 per cent France.

The reason for America's lost foreign shipping and the failure to develop on any scale the shipbuilding industry, with all of its ramifications and possibilities for the investment of capital, employment of labor, purchase of supplies, etc., is due to the severe hardships placed upon vessels sailing under the American flag, and the failure of the government to enact such laws as will enable the construction of American ships, the upbuilding of a greater shipbuilding industry, and the operation of American ships on an economical basis.

It is claimed that it costs from 25 per cent to 40 per cent more to build and equip a ship in America than in any other country, and from 25 per cent to 30 per cent more to operate an American ship than the ship of almost any other nation. A vessel of 10,000 tons under the British flag can, therefore, be maintained as cheaply as a vessel of from 6,500 to 7,000 tons under the American flag. If some of these handicaps could be eliminated or overcome by government aid, the vast increase of trade and commerce to result would certainly bring great prosperity to American labor as well as capital.

I, personally, do not believe in government-owned merchant ships. I should much prefer to see this government make loans on American-built bottoms of certain tonnage, up to a certain per cent of the actual cost of construction, at a rate of interest sufficiently low, say 2 per cent, as would attract and inspire capital sufficient to develop a real homemade merchant marine. It is a fair assumption that, after a short period, this industry, once established, would be able to stand without government aid. As a temporary measure solely and to meet the present emergency, the same principle of government loan might be applied to foreign-built ships taking out American registry.

A third consideration in the establishment of permanent foreign trade is the developing of necessary banking facilities for handling credits between foreign countries and the United States. At the present time, America buys probably 50 per cent of the coffee, rubber, hides, and wool produced in South America. Practically all of this business is settled by exchange on London or some European city. Here is a credit balance in favor of South America, which, as soon as a sufficient trade is developed with South America by the sale of American goods, can be utilized against the debits thus created and settlements made through American banking institutions already opening branches in the principal South American cities.

Banking facilities and trade always follow the flag, and there is little doubt but that the American banker will produce all the banking facilities necessary to handle the South American trade, as soon as the American producer seriously enters the field and the American government gives evidence of an intention to foster the development of such a trade.

A good example of the readiness of trade to expand upon the slightest encouragement is found in the apparent results of the reciprocity agreements made between Brazil and the United States in April, 1891. The exports of cotton piece goods, bleached and unbleached, wearing apparel, and other cotton manufacturers, which in 1899 were $684,584, in 1890, $813,700, increased in the three following succeeding years, during which such reciprocal agreements were in force, to $1,146,960, 1892; $1,402,569, 1893; $1,538,689, 1894.

A further consideration in the development of foreign markets is found in the assistance which bankers can, and usually do, give in financing loans to foreign governments which furnish a trade outlet. When the Balkan war broke out, the more important countries in South America were seeking loans from European banks. Naturally, with the development of that war, these loans were impossible. Last July these countries were again seeking, and seemed in a fair way to obtain similar loans of European capital. These loans will now probably be deferred for a long time. This is an opportunity for American bankers, if sufficient funds are at hand. European financiers have frequently loaned money to these governments with the stipulation that a large part of it be used in buying the products of their mills. American bankers entering this field can obtain similar concessions. If such loans could be made, a large part of the funds would come back to the United States in payment for our goods.—William C. Breed, in the Scientific American.

Autos and Aeroplanes.

Representative D. R. Anthony, of Kansas, impressed by the mobility of troops in the campaign in France when using armored automobiles, says that he will introduce a bill in Congress providing for the equipment of the United States army with that means of transportation. A commendable idea, but would if not be better first to make sure of an improved and adequate aeroplane service? Friends of the army are prone to distrust sudden enthusiasms in Congress to increase its efficiency.—New York Sun.

HISTORY BUILDERS.

The Original of the Elder Sothern's Fitz Altemont.

(Written Expressly for The Herald.)
By DR. E. J. EDWARDS.

An incidental reference to the fact that among the eccentric characters who always found a friend in Charles A. Dana and who frequently when in pecuniary distress visited him, was George the Count Johannes, brought to the recollection of the late A. M. Palmer, who in his day was the leading theatrical manager of the United States, an incident associated with E. H. Sothern, father of the actor of that name who has been prominent in dramatic life for twenty years.

"Did you ever see the Count Johannes?" Mr. Palmer asked me. I replied that I had only seen him several times when making his somewhat periodic visit to Mr. Dana, but that I had also seen him in the excruciatingly painful and eccentric performance of "Hamlet," in which he appeared as the melancholy Danish prince.

"You will remember, then, what a curious personality the Count Johannes had," said Mr. Palmer. "He wore an ink-black wig with the rear locks almost touching his shoulders. He was closely shaven, excepting a mustache, whose long ends drooped so that they could almost have met beneath his chin. He was of very sallow complexion, and this was intensified by his dark eyes and his presumably dyed eyebrows. He always wore a long-tailed frock coat, which he had worn so many years that the seams were of different tints from the body of the garment. His trousers were also black and usually very tight, and he commonly wore brown spats over his congress gaiters. Although he never used them, he always wore a pair of immense eyeglasses, which hung from his neck by a cord."

Mr. Palmer's description of the Count Johannes was perfect. I was able to contribute one fact which interested Mr. Palmer greatly. I told him that the Count Johannes had brought to the attention of Mr. Dana documents which showed that a title of nobility had actually been conferred upon him, when he was plain George Jones, by a prince of one of the petty kingdoms of Europe. He was therefore fairly well authorized to refer to himself as the Count Johannes.

"I think it was in 1877, possibly a year earlier," continued Mr. Palmer, "that the senior Sothern decided to put on a new play. He had been on a long tour in the United States and had been very successful, both as Lord Dundreary and as Brother Sam. He also was seen occasionally in the part of David Garrick in the play of that name, and I always thought he played it better than any other actor whom I had seen in the part.

"Sothern got hold of a new play. I have always suspected that the play as he produced it was practically written by himself just as the character of Lord Dundreary in Tom Taylor's play, 'Our American Cousin,' was built up bit by bit by Sothern until it became the leading character of the play. Sothern called this play 'The Crushed Tragedian.' He had faintly outlined in his mind the make-up and the characteristics of the poor old broken-down tragedian who nevertheless always kept perfect faith in himself. Somebody suggested to Sothern that he would find his type in the Count Johannes. The suggestion was acted upon, and when Sothern first appeared in the play every one who had ever seen the Count Johannes recognised him in Sothern's make-up and manner as Fitz Altemont, 'the crushed tragedian.' The play was successful both here and afterward in England.

"Had the Count Johannes been a normal human being, he would have felt hurt or humiliated by Sothern's clever study of him. Instead of that, the count was greatly pleased, and thought an honor had been conferred on him. He determined to appear upon the stage, although he was a lawyer, in the part of Hamlet, relying upon the advertisement Sothern had given to him. He did this and struggled for a week through performances of Hamlet, appearing not to care at all for the jeers and even the visible salutes in the forms of offensive offerings which were hurled at him from the gallery. When a turnip landed on his face he either ignored it or shoved it aside with a hasty kick."

Tomorrow Dr. Edwards will tell o "Some Sidelights on Daniel Webster."

A Line o' Cheer Each Day o' the Year.

(Written Expressly for The Herald.)
By JOHN KENDRICK BANGS.

CONCENTRATION.

Suppose we set apart each year
A special month for all our growling—
Eleven months for songs of cheer,
And only one for plaintive howling.

Just try it once—you'll find, I know,
The plan is safe and sane and sober—
Eleven months of joy, with woe
Confined to four weeks in KNOCKTOBER.

Envy.

"Poor Mrs. de Reegur is broken hearted. They can't send her any more Paris gowns. That suit she's wearing was made here in town." "What a pity. I never saw her looking so well."—Cleveland Plain Dealer.

CIVIL WAR DAY BY DAY

Fifty Years Ago.

October 14, 1864—Col. John S. Mosby, with Eighty-four of His Partisan Rangers, Derailed a B. & O. Train Seven Miles West of Harpers Ferry and Secured $168,000 in Greenbacks from Two Paymasters of Sheridan's Army—The "Greenback Raid."

(Written expressly for The Washington Herald.)

Fifty years ago today Col. John S. Mosby, the famous Confederate Partisan Ranger, with eighty-four of his men, derailed a train on the Baltimore and Ohio Railroad seven miles west of Harpers Ferry and secured $18,000 in greenbacks from two paymasters of Gen. P. H. Sheridan's army.

This exploit, known among Col. Mosby's followers as "the greenback raid," was one of the most audacious of the many dashing feats in minor warfare performed by Col. Mosby. The derailment of the train took place on a railroad which, was guarded by thousands of soldiers, between two of the principal garrison towns on the line, Harpers Ferry and Martinsburg.

Its success was due to the local knowledge of Mosby's men of the road and the neighboring country, and to intelligent observation on the part of Mosby's spies, two of whom visited the scene of the proposed hold-up in advance and selected the point at which the work could be most successfully accomplished.

The securing of the money—a fortune to the Confederates, in the then debased condition of their own currency—appears to have been a stroke of luck, though it is fair to suppose that Col. Mosby had counted on the probability of army funds being on the train.

The raid was Col. Mosby's first important undertaking since returning to his command after an absence of something more than a month, in which he was convalescing from a wound received when surprised by Federal cavalry near Fairfax Court House.

Waiting for the Train.

Every effort had been made by the Federals to catch Mosby's men in Loudoun, Fairfax or Fauquier counties, but without even a small measure of success. Mosby continued to use the Blue Ridge Mountains as a screen behind which to operate in the rear of Sheridan's army.

On the greenback raid Mosby and his chosen band—about one-third of his total command—crossed the Shenandoah River, below Snickers Gap, on the night of October 12. Riding next day across the valley toward Bunker Hill, they lay concealed near the pike, watching small parties of Federals moving along the highway between Martinsburg and Winchester. No force was seen to cause a swerving from the line of march toward the Potomac, and late that evening the party arrived at its selected point of attack on the train.

This was a cut between high rocks near Duffields Station, that could be approached by a ravine or gully.

Halting in this natural place of concealment, Mosby sent a small party down to the railroad to pull up tracks. It was his purpose to derail the train in the cut in order not to endanger the lives of the passengers by upsetting the cars.

The work on the roadbed was soon accomplished, and the command lay down to wait for a train bound east which would be the first to pass. It was a clear, cold night, and the time dragged on the men concealed in the gully beside the railroad. The east-bound train was late. At last it was heard thundering down the track, but to the amazement of the watchers it passed without a halt. The fact then developed that only the westbound track had been broken.

Both tracks were now effectually broken and the party resumed its waiting, this time for a westbound train.

Box Full of Money.

Between 2:30 and 3 a. m. the expected train came along, at its usual speed. As the engine reached the point where the track was torn up it swerved and fell on its side, bringing the train to a standstill with a bump that startled the drowsy passengers.

As the Rangers poured down the embankment beside the train the conductor, lantern in hand, came forward and, peering at the faces of the men who surrounded him, said laconically: "Gentlemen, the train is yours."

Two of Mosby's men were sent into the train, each entering a car. One of them, Charles Dear, saw a soldier in the farther end of the car draw a revolver. A shot from Dear and the man dropped. None of the other passengers offered resistance.

Near the stove was a group of officers. Dear ordered them to surrender. As he approached them he noticed that one had a valise, which he tried to conceal. The other officers advised him to give up the valise, and this he did. Another officer had a tin box, and this also was secured. The bearers of the valise and box were Maj. David C. Ruggles and Maj. Edwin L. Moore, paymasters.

As yet the Confederates did not realize the extent of their good luck, but knowing the valise and box must be valuable, Col. Mosby assigned three of his men to take them and ride with all speed to the Shenandoah, cross and hide in the mountains.

As the men rode off the horse of one stumbled over a stump, the box fell, and its contents were scattered on the ground. The eyes of the Rangers fairly bulged as they gathered up the contents. A fortune seemed before them. Hastily packing the money back into the box, they resumed their ride, reaching the mountains safely, and concealing themselves in a cabin to wait an opportunity of rejoining Mosby.

Meanwhile, all passengers were ordered out of the ten cars composing the train and they were set on fire. One of the cars was occupied by immigrants, who, not understanding the cause of the trouble, refused to leave their car until the Rangers had set fire to bundles of newspapers under several of the seats.

A "Study in Tactics."

There was much alarm among the passengers, thus unceremoniously hustled out into the cold of a sharp autumn morning, in a rocky railroad cut, by armed men.

One woman, whose good looks commended her to the Rangers, dramatically called to Col. Mosby to save her, because her husband was a Mason. Mosby smiled and assured her she would not be harmed.

Another passenger was an Austrian officer, on his way to join Sheridan's army. Mosby's men asked him why he was going to the Yankees. He replied "to study tactics." They relieved him of his money and his watch and gravely informed him that this was the first lesson in tactics.

Separating the Federal military men from the civilians among the passengers—there being twenty—the Rangers, seeing the train well enveloped in flames, set out with their prisoners on their ride back to the mountains.

Before news of their exploit had reached Harpers Ferry—for they had cut the telegraph—they were safe across the Shenandoah. Cavalry sent out from Harpers Ferry, Martinsburg and Bunker Hill scoured the country thereabouts all day without seeing a trace of Mosby or his men.

The next day Mosby reassembled his command east of the mountains, and by the rules under which the Rangers operated, the spoils of the greenback raid were distributed among the men who had accompanied Mosby. Each man received about $2,000, more money than most of them had ever seen, and more than any of them had seen since the war began.

Tomorrow—Gen. Early honors a fallen foe.

OPHELIA'S SLATE.

Doings of Society

Secretary of State and Mrs. Bryan went to New York from Philadelphia yesterday. They will return to Washington some time this week.

Mr. and Mrs. Perry Belmont, who have spent the last year in Paris, have sailed for this country on the Lusitania, which is due in New York October 29.

Mrs. Champ Clark, who has gone to Missouri with her son, Bennett, will visit her sister, Mrs. Mary Herndon, in Fulton, Mo., before she returns to Washington.

Mrs. Josephus Daniels is the guest of her sister-in-law, Mrs. J. W. Bagley, in Raleigh, N. C.

Washington is interested in the debut of Miss Elizabeth Peabody, daughter of the Rev. and Mrs. Endicott Peabody, of Groton School, on October 30. Miss Peabody has frequently visited in Washington.

Col. and Mrs. Robert Thompson will spend the month of October at Hot Springs, Va., after which they will return to Washington for the winter.

Mrs. Norton, wife of Capt. Harold P. Norton, U. S. N., has closed her house in Osterville, Mass., and returned to Washington for the winter.

Mrs. Chandler P. Anderson, of New York, is the guest of her sister, Senora Riano, wife of the Spanish Ambassador, at Newport.

Former Senator and Mrs. George Peabody have left Newport for New York, en route to Washington.

Former Senator and Mrs. Clarence Watson are at White Sulphur Springs, where they will remain for a month.

Mr. and Mrs. Benjamin Micou and Col. Hilary A. Herbert have returned to Washington and are at their home in Twenty-first street for the season. Mrs. Micou and her father and sons spent the summer in Canada. Mr. Micou joining them for part of the time. Mr. H. Herbert Micou and Mrs. Benjamin H. Micou have returned to Cornell.

Mrs. William F. Draper and Miss Margaret Preston Draper are at the Ritz Carlton, New York, for a few days.

Capt. and Mrs. Charles Sidney Haight, of Washington, are the guests of Mrs. Haight's parents, Mr. and Mrs. G. Winthrop Folsom, at Lenox, Mass.

The wedding of Miss Mary Edna Noyes, daughter of Mr. and Mrs. Clarence Noyes, and Mr. Roger Whiteford will take place at 8 o'clock tonight at the First Presbyterian Church.

Miss Noyes will be attended by her sister, Miss Isabel Duguid Noyes, as maid of honor, and little Sarah Welliver, of Rockville, Md., as flower girl.

Mr. Guy Whiteford will be best man for his brother, and the ushers will be Milton T. Noyes and George E. Noyes, brothers of the bride; Mr. Henry Lee, cousin of the bride; Mr. Edwin J. Eyler, Mr. Raymond W. Pullman, and Mr. J. Lloyd Wright.

Mrs. George E. Schutt will play the wedding music and Miss Elizabeth Leckie will sing "O, Promise Me" before the ceremony.

A small reception for relatives and intimate friends will follow at the home of the bride's parents.

The wedding of Miss Ruth Walter, daughter of Mr. and Mrs. Frank Walter, to Roland A. Waddill, of New York, will take place Wednesday, October 21, at the home of the bride's parents. The Rev. J. Henning Nelms, of the Church of the Ascension, will officiate. A reception will follow the ceremony.

The wedding party will include the bride's sister, Miss Jane Walter, as maid of honor. The bridesmaids will be Miss Frances E. Walter, Miss Edith Waddill, of Danville, Va.; Miss Percy Handy, of Lynchburg, Va.; and Miss Carroll, of Washington. Walter Waddill, of Danville, will act as best man, and the ushers will be F. Lloyd Overman, of New York; William Dake Campbell, C. Edgar Davis, of Washington, and Beverly Maynor, of Virginia.

The marriage of Miss Ethel Louise Foster, daughter of Mr. Percy S. Foster, and Mr. Herbert Shannon will take place at noon today at the Emmanuel Baptist Church. The ceremony will be performed by the Rev. Dr. Foster, uncle of the bride.

The bride will be attended by Miss Morrie B. Morris as maid of honor and the bridegroom will be attended by Mr. William Shannon as best man. There will be no other attendants.

Rear Admiral and Mrs. Richard Clover will present their youngest daughter, Miss Beatrice Clover, to society, November 20 at a large tea at the Clover residence in New Hampshire avenue.

Mrs. Horace Lurton, wife of the late Justice Lurton, has given up the house in which she resided with her husband in Washington and has taken an apartment at 1627 Sixteenth street.

Mr. and Mrs. Joseph Leiter will entertain at dinner in honor of Gen. and Mrs. J. Franklin Bell, October 21. Gen. and Mrs. Bell recently came to this country from the Philippines and were the guests in Washington of Gen. and Mrs. Garlington for a week before going to Connecticut for a visit. They will return this week for another visit to Gen. and Mrs. Garlington.

Mrs. Henry D. Flood, wife of Representative Flood, and her young sister, Miss Hilda Portner have gone to their home in Appomatox, Va. for a short stay.

Mrs. Theodore Kane, of New York, arrived here on Monday and has taken an apartment at the Hotel Powhatan for the coming season.

Wednesday, December 2, is the date which has been set for the wedding of Miss Elsie Bevan Miller, daughter of Mr. S. Bevan Miller and the late Mrs. Miller, and Mr. Henry Fairfax Ayers of New York, son of the late Col. Charles Greenleaf Ayers. The ceremony will be performed by the Rev. Dr. Hugh Birckhead at Emmanuel Protestant Episcopal Church, Baltimore, and will be quiet, owing to mourning in the family of the bride-elect. A small reception will follow at the Stratford.

The bride's only attendant will be her sister, Miss Allison Janney Miller.

Miss Anna Burdick and Miss Ethel Mallette, of Bridgeport, Conn., are visiting friends at the Hotel Powhatan.

Miss Adelaide Heath and her aunt, Miss Mary M. Heath, have taken an apartment at the Seville, 2129 Eighteenth street, having rented their house on H street for the winter.

Mrs. Ralph E. Sampson, wife of Ensign Sampson, U. S. N., was matron of honor the wedding last week in Providence, R. I., of her sister, Miss Elaine W. Wilcox, and Mr. Elton J. Howland of Woonsocket. There were nearly 500 guests at the ceremony, which took place at the bride's home. Mrs. L. Morton Wilcox gave her daughter's hand in marriage.

The bride wore a superb creation of princess satin, the bodice being formed entirely of Lierre lace. The skirt of the gown was fashioned of a long tunic of white satin, which fell over a petticoat formed of ruffles of white tulle and white satin. Her veil of tulle fell from a cap of duchesse lace finished with sprays of lilies of the valley. She carried a bouquet of lilies of the valley.

The matron of honor were white duchesse satin with a long tunic of silver lace. The petticoat of the gown was of white satin trimmed with monkey fur and the train was of accordion-pleated green chiffon.

The maid of honor wore heavy white silk net, richly embroidered in pearls and rhinestones. The tunic fell over a skirt of nile green satin, finished with ruffles of tulle. Both the matron of honor and maid of honor carried Bride roses.

The wedding supper was served in a marquee on the lawn, and dancing was a late feature.

The bride's gift to her matron of honor was a gold locket and chain, and to her maid of honor a gold bracelet. The bridegroom's gifts to his ushers and best man were pearl cuff links, and to his bride a beautiful bracelet.

Mr. Stephen Ryant, of Norwich, N. Y., will be at the Hotel Powhatan during his stay in the city.

Mrs. Harry Hodges and Miss Alma Hodges, who spent some weeks in Washington, have returned to Panama and joined Col. Hodges at Balboa Heights. They will return later in the winter, when Miss Hodges will make her debut.

Miss Dorothy Dickman, of Fort Ethan Allen, Vt., who is visiting her brother-in-law and sister, Lieut. and Mrs. Harrison E. Knauss, is being constantly entertained. Commander and Mrs. T. R. Kurtz gave a dinner in her honor last Thursday at the Army and Navy Club. Pymaster Graham Adee entertained a box party last evening, followed by supper at the New Willard, in compliment to Miss Dickman, and tomorrow evening Dr. and Mrs. E. H. Olds, U. S. N., will be hosts at dinner in her honor. Miss Dickman will leave Washington next week.

Lieut. and Mrs. Knauss have given up their apartment at the Avondale and will spend the winter at the Cordova.